

**Steering Committee  
Draft - Committee Meeting Summary  
March 19, 2003**

*The following is a summary of presentations given, issues raised, actions undertaken or recommendations made. When possible, lengthy discussions have been summarized into themes or summary statements.*

**Steering Committee Members Present:**

- |   |   |   |
|---|---|---|
| <input checked="" type="checkbox"/> Peter Beaulieu<br>PSRC            | <input type="checkbox"/> Sandra Meyer<br>City of Renton           | <input type="checkbox"/> Jack Kennedy<br>U.S. Army Corps              |
| <input checked="" type="checkbox"/> Jim Leonard<br>FHWA               | <input type="checkbox"/> Mick Monken<br>City of Woodinville       | <input checked="" type="checkbox"/> Bernard Van deKamp<br>of Bellevue |
| <input checked="" type="checkbox"/> Brian O'Sullivan<br>Sound Transit | <input type="checkbox"/> Bill Barlow<br>Community Transit         | <input checked="" type="checkbox"/> Leonard Newstrum<br>Yarrow Point  |
| <input type="checkbox"/> Jonathan Freedman<br>U.S. EPA                | <input type="checkbox"/> Deb Cornett<br>WA Fish & Wildlife        | <input type="checkbox"/> Terry Marpert<br>City of Redmond             |
| <input checked="" type="checkbox"/> Jim Arndt<br>City of Kirkland     | <input checked="" type="checkbox"/> Nick Afzali<br>City of Renton | <input checked="" type="checkbox"/> Eddie Low<br>City of Bothell      |
| <input type="checkbox"/> Nancy Brennan-Dubbs<br>U.S. Fish & Wildlife  | <input checked="" type="checkbox"/> Ann Martin<br>King County     | <input type="checkbox"/> John Witmer<br>FTA                           |
| <input type="checkbox"/> Dan Draais<br>FTA                            | <input type="checkbox"/> Kim Becklund<br>City of Bellevue         | <input type="checkbox"/> Seyed Safavian<br>City of Bothell            |
| <input type="checkbox"/> Mitch Wasserman<br>City of Clyde Hill        | <input type="checkbox"/> Bob Sokol<br>City of Kenmore             | <input type="checkbox"/> Don Wickstrom<br>City of Kent                |
| <input type="checkbox"/> Bill Vlcek<br>City of Lynnwood               | <input type="checkbox"/> Debra Symmonds<br>City of Mercer Island  | <input type="checkbox"/> Fritz Timm<br>City of Newcastle              |
| <input type="checkbox"/> Therese Swanson<br>WA Dept. of Ecology       | <input type="checkbox"/> Sharon Griffin<br>Hunts Point            | <input type="checkbox"/> Jim Morrow<br>City of Tukwila                |
| <input type="checkbox"/> Dan Burke<br>Port of Seattle                 | <input type="checkbox"/> Paul Carr<br>PSCAA                       | <input type="checkbox"/> Barbara Gilliland<br>Sound Transit           |
| <input type="checkbox"/> Chuck Chappell<br>FHWA                       | <input type="checkbox"/> Allyson Brooks<br>WA Dept. CT&E          | <input type="checkbox"/> Tom Gibbons<br>NMFS                          |

**Staff and Observers**

Mike Cummings, WSDOT

**Project Management Team**

Craig Stone, WSDOT  
Christina Martinez, WSDOT  
Don Samdahl, Mirai Associates

Keith McGowan, McGowan Environmental  
Paul Bergman, PRR  
Fen Hsiao, PRR

## **CALL TO ORDER**

Mr. Stone called the meeting to order at 9:07 a.m. He said staff is on an aggressive program between March and June.

Mr. Stone reviewed the **Agenda for Today**:

- Project Update
- Decision Process for I-405 Operations
- Express Toll Lanes Work Program
- Option C Packaging
- Environmental Update

## **PROJECT UPDATE**

Mr. Stone said RTID is currently looking at the idea of tolls on a number of facilities. Thus, the I-405 Project staff has to recommend what tolls should operate on I-405. Mr. Stone said staff is recommending Option C, a 10-year investment package.

### **News from Olympia:**

- Senate Staff Request
- House Staff Request
  - \$135 W. Valley Highway to Maple Valley Highway Interim Improvements (Renton)
  - \$185 SE 8<sup>th</sup> to I-90 (S. Bellevue)
  - \$150 SR 520 to SR 522 Interim Improvements (Kirkland)
  - \$50 Corridor program development

\*All figures are in millions

Mr. Stone said staff is presenting the legislature with a number of scenarios. He said that if RTID doesn't happen, the legislature and staff still want projects that can be built start-to-finish. Mr. Stone said these improvements have only been presented to the Transportation Committee so far.

### **Federal Funding News:**

- PSRC \$1.2 M
  - Managed lanes evaluation \$850K
  - Biological assessment under ESA \$350K
- Congress FFY03 \$2M
- TEA21 Reauthorization Requests
  - WSDOT Bellevue \$40M
  - WSDOT Renton \$30M
  - WSDOT Kirkland \$30M
  - Bellevue 10<sup>th</sup>/12<sup>th</sup> Ramps \$13M
  - King Co Regional BRT \$60M

Mr. Stone said the figures list the redistribution of dollars for the project approved by the Executive Committee. The requests still have to be passed by Congress.

## **OPTION C PACKAGING**

### **Draft Package \$4.2B (Option C1 and Option C2)**

- Roadway - \$3.27B
- HOV/Express Lane - \$600M
- Transit - \$315 M
- Arterials - \$60M

Mr. Stone said the focus is on six stand-alone investment areas that can be built start to finish. He said staff reviewed each area as proposed improvements. He said staff will be working with the Steering Committee between now and June on modifications of the components. Mr. Stone

noted that the projects have independent utility. He said staff still needs to work on the split of \$4.2 B and the target areas.

Mr. Stone gave a charette update. He said staff held weeklong charettes with out of town consultants and local engineers to examine how to address the project areas. He said staff will be using the ideas as a way to look at the concepts and how to pull pieces together to use as screening processes for project specific designs. He said staff will be following up with jurisdictions and agencies to share with them the direction staff is going in. He encouraged Steering Committee members to contact a member of the design team for more details.

Bernard Van deKamp, City of Bellevue, agreed that the charettes have been useful. He asked what has been changed in Renton as a result of the charettes. Has the overall cost gone down from the original estimate? Mr. Stone said they looked at the concepts from the EIS and through the charette, and staff was able to narrow the project's footprint. He said they used the corridor EIS as a baseline.

However, Mr. Stone said staff is having communication problems with South Renton. He said staff is currently putting together a graphic for this area to show ROW needs and the costs and direct costs for all elements. He said that as a package, staff is looking at \$1.4 B. He said staff needs to continue to work on communication with South Renton because people are confused about the details.

#### **RTID:**

- Project Description for I-405 Congestion Relief and BRT Projects – Widen lanes and implement high capacity/toll system throughout the corridor. Adds up to 2 lanes in each direction on I-405 from Tukwila to Bellevue, lanes on SR 167 from S.180<sup>th</sup> St to I-405, adds one lane in each direction through Kirkland, and reconstructs I-405/SR 167 interchange
- Total Project Cost - \$4,200
- Tolls - \$200
- RTID Contribution - \$3,173
- Total - \$3,373
- Federal/State/Local/S.T. - \$827

Mr. Stone said I-405 has become a single line item. Mr. Leonard asked if tolling is the same as managed lanes. Mr. Stone said yes.

Mr. Leonard said the ETP took \$150 M out of their recommendation for I-405. Mr. Stone said the ETP decided that SR 520 wasn't getting enough funding, so they considered some funds out of I-405. However, ETP kept I-405 at the original level and were looking at reducing Bus Purchases. Mr. Stone said RTID wasn't affected.

#### **DECISION PROCESS FOR I-405 OPERATIONS**

Mr. Stone reviewed the March – June '03 Decision Process. He said staff wants to be able to tell what the system will look like for the next 10 years by May 28<sup>th</sup>. He noted that tolls are a sensitive subject matter. He said staff will be examining how the system will operate with or without tolls. He said staff would like each committee to be very engaged in this discussion. Mr. Stone said staff would be happy to give briefings.

Mr. Stone reviewed the Express Toll Lane Concept. He said people are confused between what is being built and how it will be operated. He said the two aren't the same. He said staff is working on graphics so they can effectively depict what the system will look like.

Mr. Stone said that in regards to operations, HOT lanes would allow people to buy into the lanes to use them.

Mr. Stone reviewed the I-405 Operations Decision Tree. He said staff needs to start looking at the differences between use of different managed lanes.

Len Newstrum, Town of Yarrow Point, asked if a 4-foot buffer is only in Option 2. Mr. Stone said the facility needs a buffer either between the single HOV lane and the general purpose lanes, or between the managed lanes and the GP lanes. He said RTID would like to consider tolls on this facility now.

Mr. Stone explained that access controls limit access to lanes so speed can be controlled. He said tolling is a very detailed operational discussion. He said it would be hard to convey the details of tolls to the public if it goes out to a vote.

Mr. Newstrum asked for an oversight authority to be set up that can adjust HOV lanes as necessary so the issue doesn't have to go back to the legislature. Mr. Stone said there is currently an authority designated for this task.

Peter Beaulieu, PSRC, said the presentation should include a slide that conveys the idea that people will have an option to buy into lanes.

Ann Martin, Metro, said this slide should connote access controls "only."

Eddie Low, City of Bothell, said managed lanes should already be in operation if a time-of-day option is implemented. Mr. Stone said there have been arguments on both sides of the discussion over whether to implement incrementally or at once.

Mr. Stone noted that two categories of people will be using the managed lanes – those who are paying and those who are carpooling. However, Mr. Stone emphasized that coaches are the priority. He said paying SOVs should never penalize carpoolers.

Mr. Newstrum said staff should emphasize that the managed lanes will be increasing capacity flow.

Mr. Stone reviewed the I-405 Managed Lanes Study and the "Work Plan" Organization Chart.

Mr. Stone gave a summary on the 1-15 project and public survey results from San Diego.

Mr. Stone handed the meeting over to Mike Cummings, WSDOT who reviewed the High Occupancy Toll Lane Feasibility Study.

### **ENVIRONMENTAL UPDATE**

Mr. Stone handed the meeting over to Keith McGowan, McGowan Environmental, to discuss the **South Renton Environmental Investments Demonstration**

- Select best site for wetland and aquatic resources investment
- Site investigations being conducted by WSDOT
  - Nelson Side Channel
  - Carrot Patch Levee
  - Rosso Nursery
  - Lower Springbook Creek
- Ongoing coordination with local jurisdictions and basin stewards
- Recommended site and conceptual designs expected April

Mr. McGowan said the demonstration is a pilot process. He said the demonstration showed that the projects could substantially reduce aquatic and wetland impacts.

### **Other Corridor-wide Early Environmental Investments:**

- TPEAC Watershed Characterization for North Renton being scoped
- AEMRA Loan request under consideration for N. Renton:

- Baseline aquatic resources investigations
- Stormwater treatment approach and strategy
- Early action environmental investments – identification and screening

A member of the public asked if staff is coordinating with the Dept. of Fish and Wildlife. Mr. McGowan said the focus has been with federal agencies, but they have been coordinating with the Dept. of Fish and Wildlife as well. He said there is limited coordination because the project only recently received funding.

Mr. Stone said the environmental review schedule depends on funding. He said the duration it will take to implement the scheduled tasks varies depending on how much funding is available at what times.

Mr. Stone adjourned the meeting at 11:05 a.m.